



# UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE)



## Current situation and trends in inland water transport in the ECE region

1. Inland navigation infrastructure development
2. Movement of goods
3. Transport by traffic axes and regions

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Secretary to SC.3

Working Party on Transport Trends and Economics (WP.5)  
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## 1. Inland navigation infrastructure development

Czech Republic: environmental movement obstruction on the Elbe

France: fundraising problems for Seine-Nord Canal project

Hungary: environmental analyses cause delays in Danube projects

Lithuania: new goods pier at Marvel in Kaunas

Russian Federation: hydraulic complexes on Volga and Svir, modernization

Serbia: 24 critical sectors on the Danube require special training, RIS implemented

Detailed information on progress in long-term projects in Resolution No. 49



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## 2. Movement of goods (2011)

Austria: 10 m t (-10%), transit traffic -17%, export -10%, domestic +24%

Belgium: Flanders 72.5 m t (+5.7%), containers +4%; Wallonia 44.3 m t (+5%)

France: 58.6 m t (-3%), containers +8.6%

Germany: Danube 6 m t (-14%), Elbe -13%/-17%/+5%, Mitelland Canal 15 m t, Ruhr 38.1 m t, Dortmund-Ems 19.5 m t

Hungary: 6,865 k t, 4.5% modal split share

Lithuania: 42,500 t in the first half of 2012 (-34%)

Russian Federation: 126.7 m t (+20.7%), 59.6 b tkm

United Kingdom: 19% domestic freight by inland waterways, 1.4 b tkm (+7%) (2010)



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## 3. Transport by traffic axes and regions

Rhine: 185 m t (+1%) (2011)

Danube: 76.9 m t (+5.2%) (2010)

Main: 15.5 m t (-16%) (2011)

Main-Danube Canal: 5 m t (-20%) (2011)

Mosel: 12.6 m t (-13.5%) (2011)



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About us

Terms of Reference

Meetings

Meeting documents

- Working Party on Inland Water Transport (SC.3)
- Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3)

Informal Groups

- Group of Volunteers on Resolution No. 61
- CEVNI Expert Group

Legal Instruments and Resolutions

Blue Book database

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Publications

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### Inland Water Transport Home

Inland water transport, including rivers and canals, represents an important, alternative and environmentally friendly way of transporting goods. Inland water vessels can carry the equivalent of between 14 and 500 truckloads and the total external cost of transport amounts to only EUR 10 per 1,000 tonne kilometres.

The United Nations Economic Commission for Europe (UNECE) works for smooth and efficient inland water transport across the region, as well as for further expansion of networks to take ultimate advantage of this safe and sustainable mode of transport.



### Meetings and Events

September ▾ 2013 ▾

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Information for delegates



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

**Inventory of Main Standards and Parameters of the E Waterway Network**



"Blue Book"  
second revised edition



### News

7 June 2013

**Operational Use of Inland AIS for skippers**

The VTT Expert Group (VTT EG) has developed a document for the use of Inland AIS mobile stations on board of inland navigation vessels. The target group of the document is the skipper on board. This document is entitled "Operational use of Inland AIS". So far [the leaflet is in English only](#) and is available for translation into other languages. The costs for translations are to be borne by the requesting party. For any questions regarding a possible translation of the leaflet please contact [Annick Javor](#) or [Stefan Bober](#).

24 January 2013

26th World Canals Conference in Toulouse (France) (16-19 September 2013). The topics of the Conference:

1. Canals as living heritage to be preserved